

Comprehensive Plan
Amendment No. 4
TMP Master Street Plan Update

TRANSPORTATION

Goals and Policies



Bus Stops



Aurora Avenue N Bridge

Level of Service is a term that describes the amount, type, or quality of facilities that are needed in order to serve the community at a desired and measurable standard.

Transportation level of service is a qualitative measure, graded A(best) through F(worst), describing the operational conditions of the City's transportation system.

State Department of Transportation, King County Metro Transit, the City of Seattle, and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link Light Rail stations. (See LU20 - LU43 for additional light rail station study area policies.)

- T35. Work with King County Metro Transit and/or Sound Transit to develop a plan for bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.
- T36. Support and encourage the development of additional high capacity transit service in Shoreline.
- T37. Continue to install and support the installation of transit supportive infrastructure.
- T38. Work with Metro Transit, Sound Transit, and Community Transit to develop a bus service plan that connects residents to light rail stations, high-capacity transit corridors, and park and ride lots throughout the city.
- T39. Implement traffic mitigation measures at Light Rail Station Areas.
- T40. Promote livable neighborhoods around the light rail stations through land use patterns, transit service, and transportation access.

Master Street Plan

- T41. Design City transportation facilities with a primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles, and walking, with vehicle parking identified as a secondary use.
- T42. Implement the standards outlined in the ~~Master Street Plan~~ Street Matrix for development of the city's roadways.
- T43. Frontage improvements shall support the adjacent land uses, and fit the character of the areas in which they are located.

Concurrency and Level of Service

- T44. Adopt *Level of Service* (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway

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Creating a Pedestrian System in Shoreline

Developing and Implementing the System

- ❖ **Goal T IX:** Provide a pedestrian system that is safe, connects to destinations, accesses transit and is accessible by all.
- ❖ **Policy T17:** Implement the Pedestrian System Plan through a combination of public and private investments.

Implementation Strategies

17.1. Develop a wayfinding signage and mapping system for pedestrian facilities that directs and guides users to public facilities, parks, schools, significant transit stops and transportation facilities and commercial areas.

- ❖ **Policy T18:** When identifying transportation improvements, prioritize construction of sidewalks, walkways and trails. Pedestrian facilities should connect to destinations, access transit and be accessible by all.

Implementation Strategies

18.1. Develop and regularly update a prioritization and funding strategy to implement the City's Pedestrian System Plan.

18.2. Include pedestrian facilities identified in the City's Pedestrian System Plan as part of the City's six-year Capital Improvement Plan and TIP.

18.3. Through the City's Complete Streets policies, continue to accommodate pedestrians in future roadway or intersection improvement projects with facilities or technologies that make walking safer and more convenient for pedestrians.

18.4. Utilize existing undeveloped right-of-way to create pedestrian paths and connections.

18.5. Require that all projects resulting in an increase in the number of vehicular trips, such as commercial, non-residential, multi-family and residential short-plat and long-plat developments, provide for sidewalks or separated all-weather trails.

~~**Discussion:** Through the Master Street Plan, the City has identified the cross-section and design of arterials and determined appropriate improvements for local streets. Frontage improvements should be consistent with the Master Street Plan.~~

18.6. Continue to implement the City's curb ramp program to install wheelchair ramps and other ADA requirements at all curbed intersections.

18.7. Include construction of pedestrian facilities identified in the City's Pedestrian System Plan as projects that qualify for "credits" through the City's concurrency program.

18.8. Look for opportunities to leverage public or private investments to implement the pedestrian system. Pursue funding opportunities through grants and private foundations.

18.9. Require and identify pedestrian detour routes in construction areas.

- ❖ **Policy T19:** Design crossings that are appropriately located and provide safety and convenience for pedestrians.

Implementation Strategies

19.1. Develop a policy and procedure for the location, design and approval of crosswalk markings.

Master Street Plan

A Plan for All Streets

The Master Street Plan provides guidance for future right-of-way improvements. The Shoreline Master Street Plan was developed by the City to help guide property owners, developers, architects, landscape architects and engineers involved with the design, permitting and construction of improvements to Shoreline’s right-of-way. In developing this Master Street Plan, the City considered and attempted to balance the access and mobility needs of all users including motorists, pedestrians, bicyclists, transit and freight while responding to anticipated growth. The design criteria strive to balance safety, preservation and maintenance of the roadway infrastructure and environmental conservation.

The ~~Master Street Plan~~ Engineering Development Manual's Appendix F - Street Matrix identifies specific roadway cross-sections for all Arterial Streets and Local Primary Streets in Shoreline, dividing each roadway into segments to identify where there are differing right-of-way needs, such as number of travel lanes or bicycle facilities. In addition to the planned cross-section for Arterial Streets and Local Primary Streets, the ~~Master Street Plan~~ Street Matrix includes an inventory of the existing street cross-sections and right-of-way for these streets. The planned cross-sections establish the location of future curbs so that streets can be constructed in the proper location.

For Local Secondary Streets, the ~~Master Street Plan~~ Street Matrix identifies the options for street cross-sections, rather than a specific cross-section for each street, including green streets. A determination of the appropriate cross-section for a given Local Secondary Street will be made at the time modifications to the street are funded or redevelopment occurs.

~~While the Master Street Plan establishes the cross section for a roadway, the design standards, such as sight distances, curb radii and profile grade, are contained in the City’s Engineering Development Guide.~~

The ~~Shoreline Master Street Plan~~ is contained in **Appendix D.**

- ❖ **Policy T36:** Design City transportation facilities with the primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use.

The Shoreline Master Street Plan was developed by the City to help guide property owners, developers, architects, landscape architects and engineers involved with the design, permitting and construction of improvements to Shoreline street right-of-way.

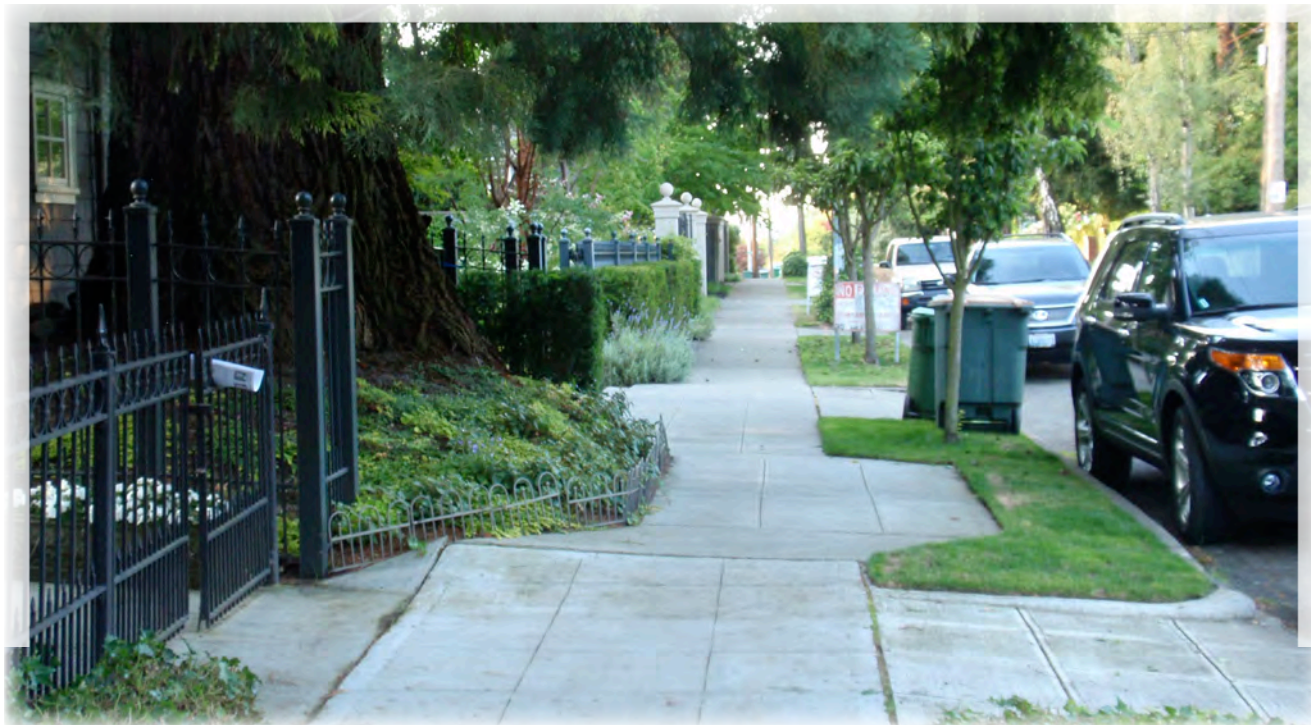


- ❖ **Policy T37:** Implement the standards outlined in the ~~Master Street Plan~~ Street Matrix for development of the City's roadways.
- ❖ **Policy T38:** Frontage improvements shall support the adjacent land uses and fit the character of the areas in which they are located.

Implementation Strategies

- 38.1.** Utilize the Street Classification Map as a guide in balancing street function with land uses. Minimize through-traffic on local streets.
- 38.2.** Require frontage improvements as part of City capital projects such as park improvements and facility developments.
- 38.3.** Develop the amenity zone in a manner that is appropriate and complementary to the adjacent land uses.

Discussion: Amenity zones should generally be landscaped and, where possible, utilized for stormwater management purposes. In areas where a wide pedestrian walking surface is desired, such as Town Center, the amenity zone may be a hard surface treatment with trees in pits. Amenity zones that are adjacent to on-street parking areas should be landscaped as much as possible, but may include limited hard surface areas for drivers or passengers exiting vehicles. Amenity zones adjacent to roadways that do not have on-street parking shall be landscaped as much as possible.



- 38.4.** Allow for flexibility in the implementation of the ~~Master Street Plan~~ Street Matrix to address site-specific, unique or unforeseen circumstances, such as the presence of bus stops, topography or large trees. Sidewalks should be separated from the curb by a five-foot wide amenity zone/landscaping strip. Sidewalks adjacent to single family residential development shall be a minimum of five feet wide. Require the construction of wider sidewalks (a minimum width of eight feet) adjacent to uses other than single-family residential including, but not limited to:

- Commercial uses
- Medium and high density residential uses
- Parks
- Churches
- Libraries
- Schools
- Sports and social clubs
- Major transit facilities
- Civic facilities
- Conference centers
- Museums
- Medical facilities
- Day cares

38.5. Assure that motorized and non-motorized transportation systems are appropriately sized and designed to serve the surrounding land uses and to minimize the negative impacts of growth.

38.6. Require new development and redevelopment to upgrade substandard frontage improvements in accordance with the Master Street Plan Street Matrix.

38.7. Require the dedication of right-of-way and construction of frontage improvements in conjunction with new development in a manner that is equitable, and related to the impacts of adjacent land use. Dedication or building setbacks should be required during the permit review process to ensure new development is served by the appropriate street cross-section identified in the Master Street Plan Street Matrix.

Discussion: The Master Street Plan Street Matrix establishes the required cross-section for all roadways in the City. In order to ensure the needed right-of-way is available for transportation improvements and that frontage improvements are constructed in the correct location, staff will evaluate the existing right-of-way and roadway improvements during permit review. Determinations shall be based upon the need for right-of-way improvements associated with adjacent land uses, such as wider sidewalks, and the historic patterns of dedications in the vicinity. For example, if only half of the needed right-of-way is present and it is clear that all of the existing right-of-way was dedicated by owners opposite a property wishing to develop, the remaining half can be exacted from the developing property. Front yard setbacks should at a minimum be sufficient to avoid conflicts with future transportation projects.

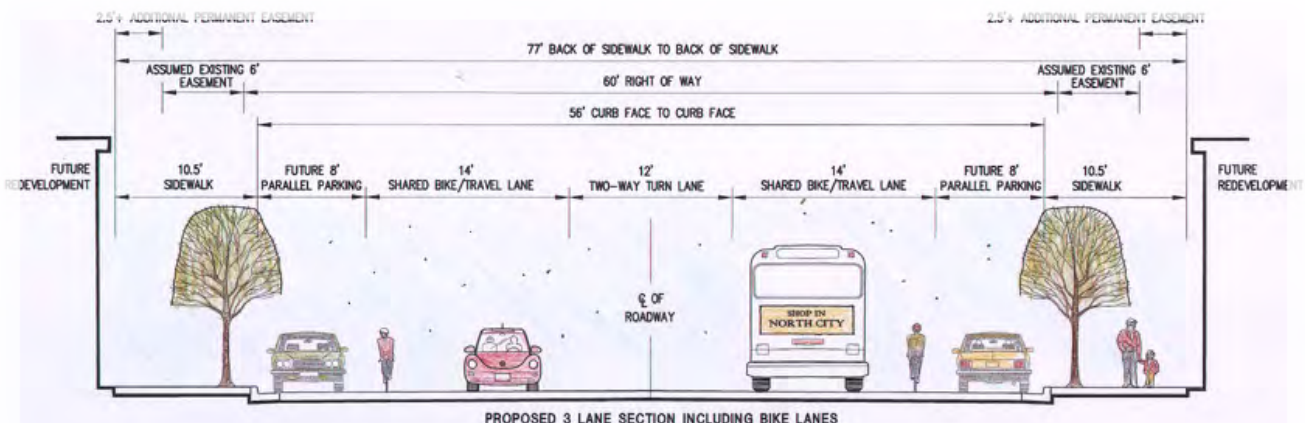


Image: courtesy of KPG for the North City Project

Appendix H includes a matrix identifying the programs into which each of the candidate pedestrian projects fall. Some projects fall into more than one category.

As shown in **Figure M, Unimproved City Right-of-Way** (Chapter 5), there are several segments of unused right-of-way throughout the City that can be used for pedestrian and bicycle connections. Many of these segments are outside of the Pedestrian System Plan. Providing these connections results in better connectivity between neighborhoods and can reduce walking distances. These projects are generally smaller in scale and less expensive than typical sidewalk projects; however, they do not achieve many of the objectives of the larger system plan. These will be built as hard surface connections, such as asphalt, and will be ADA accessible if feasible.

In addition to the projects identified, upgrades to existing substandard sidewalks are needed. Many of these upgrades will be completed in conjunction with major capital projects that redesign an entire street. Additionally, private development that triggers frontage improvements will be required to construct new sidewalks or upgrade substandard sidewalks in accordance with the City's Master Street Plan Engineering Development Manual's Appendix F - Street Matrix.

- ❖ **Policy T44:** Expand the City's pedestrian network. Prioritize projects shown on the Pedestrian System Plan, using the following criteria:
- Can be combined with other capital projects or leverage other funding
 - Proximity to a school or park.
 - Located on an arterial.
 - Connects to an existing walkway or the Interurban Trail.
 - Located in an activity center, such as Town Center, North City or Ballinger, or connects to Aurora Avenue N.
 - Connects to transit.
 - Links major destinations such as neighborhood businesses, high-density housing, schools and recreation facilities.

Implementation Strategies

44.1. Create a sidewalk “gap” filling program dedicated to the design and construction of small sections of sidewalk, thereby completing larger, continuous walkways.

Discussion: By constructing short, missing segments of sidewalk (less than five blocks) in locations where there is a gap, the City can work to complete the larger pedestrian system, connecting parks, schools and other pedestrian destinations. Gaps will usually focus on completing sidewalks on one side of the street.

44.2. Develop a program as part of the City's CIP dedicated to completing sidewalks that connect to transit routes.

Discussion: The City's Pedestrian System Plan emphasizes completion of the sidewalk system on the arterial roadway network. Similarly, transit service in Shoreline is almost exclusively on arterial streets. Sidewalks that connect to transit will help encourage ridership as users have a safer path to and from their transit stop.

44.3. Develop a program as part of the City's Capital Improvement Plan dedicated to completing sidewalks that connect to schools and the Interurban Trail.

44.4. Create a program in the City's CIP dedicated to design and construction of pedestrian and bicycle projects within undeveloped right-of-way.

Appendix D: Master Street Plan

The Master Street Plan identifies specific roadway cross sections for all Arterial Streets and Local Primary Streets in the City of Shoreline. It is intended to guide the development of streets throughout the City. The planned cross sections for these streets establish the location of future curbs so that streets can be constructed in the proper location.

The Master Street Plan also identifies a general cross section for Local Secondary Streets which provide for travel in each direction, on street parking and sidewalks on each side of the street. Due to the large number of Local Secondary Streets in the City, a determination of the appropriate cross section for a given Local Secondary Street will be made at the time modifications to the street are funded or when redevelopment occurs. Additionally, because the needs and conditions of the Local Secondary Streets vary greatly throughout the City, the design criteria must be flexible.

The design criteria for Local Secondary Streets may vary in the following ways:

- Curb to curb widths
- Ditch on one side in the place of amenity zones
- Sidewalk on one side only
- Parking on one side only
- Wider amenity zone
- Meandering sidewalk
- Pervious walkways
- Curb on one side only
- Concrete edge at grade sidewalk

Many of these features will also be included as part of Green Street projects in the City.

In accordance with the adopted policies and implementation strategies associated with the Master Street Plan, the following principles accompany its implementation:

- Frontage improvements shall support the adjacent land uses and fit the character of the areas in which they are located. Five feet is the standard sidewalk width adjacent to single family residential land uses, and eight feet is the standard sidewalk width adjacent to all land uses other than single family residential. Increased width may be required if determined by a traffic study.
- The amenity zone should be developed in a manner that is appropriate and complimentary to the adjacent land uses and use of the street. The minimum width for amenity zones is five feet. Amenity zones should generally be landscaped and, where possible, utilized for stormwater management purposes. Amenity zones adjacent to roadways that do not have off street parking shall be landscaped as much as possible. In areas where a wide pedestrian walking surface is desired, such as commercial areas, the amenity zone may be a hard surface treatment with trees in pits. Amenity zones that are adjacent to on street parking areas should be landscaped as much as possible but may include limited hard surface areas for drivers or passengers exiting vehicles.
- The identified cross sections should still allow for flexibility to account for site specific, unique or unforeseen circumstances (such as presence of bus stops), topography, sensitive areas

and presence of significant vegetation (large trees).

- ~~The maximum right of way needs for street classifications are as follows:~~
 - ~~Principal Arterial — 122 feet~~
 - ~~Minor Arterial — 84 feet~~
 - ~~Collector Arterial — 80 feet~~
 - ~~Local Primary Street — 66 feet~~
 - ~~Local Secondary Street — 90 feet~~

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
ARTERIAL STREETS AND LOCAL PRIMARY STREETS								
Collector Arterial	1st Ave NE	N 145th St	N 149th St	60	26-37	63	36	East side properties must dedicate 3 feet in conjunction with redevelopment.
Collector Arterial	1st Ave NE	N 149th St	NE 155th St	82-123	30-36	63-66	36	Wider amenity zones where there is extra right of way.
Collector Arterial	1st Ave NE	NE 185th St	Approx. 175 feet south of NE 190th St	60	35	65	38	Property on the east will dedicate 5 feet at the time of redevelopment
Collector Arterial	1st Ave NE	Approx. 175 feet south of NE 190th St	Approx. 130 feet north of NE 192nd St	60	47-60	60	48	Utilize the eastern 18' for back in angle parking and sidewalk. A portion of the sidewalk is on City property or will be dedicated.
Collector Arterial	1st Ave NE	Approx. 130 feet north of NE 192nd St	NE 195th St	60	21-29	60	39	Property at the SE corner of 1st and 193rd was required to install parking as part of Conditional Use permit.
Collector Arterial	1st Ave NE	NE 195th St	N 205th St	60	29	60	29	Utilize the eastern 16.5' for natural stormwater treatment
Collector Arterial	3rd Ave NW	NW 171st St	NW 175th St	60-90	22-34	62	36	On street parking to be provided where feasible
Local Primary Street	3rd Ave NW	NW 180th st	NW Richmond Beach Rd	60	24-30	60	30	
Collector Arterial	3rd Ave NW	NW Richmond Beach Rd	NW 205th St	60	28-36	60	36	
Minor Arterial	5th Ave NE	NE 145th St	NE 148th St	60	43	To be determined in conjunction with 145th Corridor Study		
Minor Arterial	5th Ave NE	NE 148th St	NE 163rd St	60	43	66	44	Combined bicycle and parking lane. Need to acquire 3 feet from each side.
Minor Arterial	5th Ave NE	NE 163rd St	Approx. 300 feet north of NE 165th St	60-90	43-50	84	56	Combined bicycle and parking lane. Need to acquire 12 feet from each side. Construct wider amenity zone or sidewalk where ROW exceeds 84 feet.

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Minor Arterial	5th Ave-NE	Approx. 300-foot north of NE 165th St	NE 174th St	60-72	43	66	44	Combined bicycle and parking lane. Need to acquire 3 feet from each side.
Minor Arterial	5th Ave-NE	NE 174th St	NE Serpentine Pl	60	24-42	70	44	Need to acquire 5 feet from each side.
Minor Arterial	5th Ave-NE	NE Serpentine Pl	NE 185th St	52-124	22-36	66	44	Combined bicycle and parking lane. Need to acquire 3 feet from each side.
Collector Arterial	5th Ave-NE	NE 185th St	NE 195th St	30-116	16-28	70	38	
Collector Arterial	5th Ave-NE	NE 195th St	NE 205th St	60	25	60	43	Utilize the western 17 feet for natural stormwater treatment; use the eastern 21 feet for a combination of parking, amenity zone, natural stormwater treatment and sidewalk, based upon topography and soils.
Collector Arterial	6th Ave-NW	NW 175th St	NW 180th St	60	24	60	36	This cross-section allows for an uphill climbing lane and downhill shared/signed lane
Collector Arterial	8th Ave-NW	NW 180th St	NW 185th St	60	20	60	38	
Collector Arterial	8th Ave-NW	NW 185th St	NW Richmond Beach Rd	60	29-35	64	38	Property on the east side will dedicate 8' at the time of redevelopment
Minor Arterial	8th Ave-NW	NW Richmond Beach Rd	Approx. 80 feet north of NW 190th St	60	22	75	50	For this cross-section, no parking on either side of the street and no bicycle lane on the west side. Figures include a right turn lane, SB through lane, left turn lane and NB through lane.
Minor Arterial	8th Ave-NW	Approx. 80 feet north of NW 190th St	NW 205th St	60-75	20-32	60	38	On-street parking allowed where ROW is wider
Local Primary Street	10th Ave-NE	NE 155th St	NE 175th St	70-80	25-36	60	32	
Collector Arterial	10th Ave-NE	NE 175th St	NE 185th St	70-80	32	70-80	38	Utilize the space behind the west sidewalk for natural stormwater management

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	10th Ave NE	NE 185th St	NE 190th St	60-160	32	60	38	Would consider vacating and squaring the intersection at 185th and 10th; sharrows in both travel lanes
Collector Arterial	10th Ave NW	NW Innis Arden Way	NW 175th St	60	20	60	32	No sidewalk on the south side. On street parking on the south side accommodated where possible. Cross section across the bridge is two 12 foot travel lanes and an 8 foot sidewalk on the north side with no amenity zone.
Local Primary Street	10th Ave NW	NW 175th St	NW 180th St	50-60	20	60	36	
Collector Arterial	14th Ave NW	Springdale Ct NW	NW 175th St	60	20	60	36	
Principal Arterial	15th Ave NE	NE 145th St	NE 150th St	60-77	52-55	86	56	Two travel lanes in each direction
Principal Arterial	15th Ave NE	NE 150th St	NE 152nd St	60-73	44-54	90	60	Two travel lanes in each direction
Principal Arterial	15th Ave NE	NE 152nd St	NE 155th St	60-65	44-50	74	44	
Principal Arterial	15th Ave NE	NE 155th St	NE 165th St	60-65	42-50	70	44	
Principal Arterial	15th Ave NE	NE 165th St	NE 169th St	60	44	68	44	
Principal Arterial	15th Ave NE	NE 169th St	NE 172nd St	60	44	70	44	
Principal Arterial	15th Ave NE	NE 172nd St	NE 175th St	60-70	52-44	59	44	
Principal Arterial	15th Ave NE	NE 175th St	NE 180th St	70-80	40-54	79	58	Sidewalk located on private property in some locations. Two travel lanes in each direction
Principal Arterial	15th Ave NE	NE 180th St	24th Ave NE	42-95	40-44	74	44	Narrower sidewalks and less dedication required in front of SF properties
Principal Arterial	15th Ave NE	24th Ave NE	NE 190th St	57-80	42-44	68	44	
Principal Arterial	15th Ave NE	NE 190th St	Ballinger Way NE	60-90	40-60	74	44	Narrower sidewalks and less dedication required in front of SF properties
Collector Arterial	15th Ave NW	NW 167th St	NW 175th St	60	20	50	26	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	15th Ave NW	NW 188th St	Approx. 50 feet north of NW 191st St	60	20	60	36	All dedication would come from the west side, as the ROW is offset 10'.
Collector Arterial	15th Ave NW	Approx. 50 feet north of NW 191st St	NW Richmond Beach Rd	50-60	20-37	65	36	MF properties will dedicate 7.5 feet on each side.
Collector Arterial	15th Ave NW	NW Richmond Beach Rd	NW 205th St	40-60	24-100	60	36	
Minor Arterial	19th Ave NE	Forest Park Dr NE	NE 199th St	60	36	60	36	
Minor Arterial	19th Ave NE	NE 199th St	NE 205th St	60-70	36-40	64	36	
Local Primary Street	20th Ave NW	Saltwater Park Entrance	NW 195th	60	18	50	30	
Collector Arterial	20th Ave NW	NW 195th St	NW 205th St	40-50	22-30	60	36	
Collector Arterial	22nd Ave NE	NE 171st St	NE 172nd St	60	24-34	60	38	
Minor Arterial	24th Ave NE	24th PINE	15th Ave NE	60-110	26-37	60	38	
Collector Arterial	25th Ave NE	NE 145th St	NE 150th St	30-60	28-38	60	38	
Collector Arterial	25th Ave NE	NE 150th St	NE 153rd St	60	31	60	37.5	
Collector Arterial	25th Ave NE	NE 153rd St	NE 165th St	30	30-31	60	37.5	
Collector Arterial	25th Ave NE	NE 165th St	NE 168th St	60	35-43	60	38	
Collector Arterial	25th Ave NE	NE 168th St	NE 175th St	60	24-30	60	38	
Collector Arterial	25th Ave NE	NE 175th St	NE 177th St	60	23-26	60	38	
Collector Arterial	25th Ave NE	NE 177th St	NE 178th St	60-110	27	50	24	Amenity zone will be the shoulder. Preferred width on the east.
Collector Arterial	25th Ave NE	NE 178th St	NE 185th St	55-67	26	60	36	
Local Primary Street	25th Ave NE	NE 195th St	NE 200th St	60	23-25	60	32	Sharrows in travel lanes
Local Primary Street	25th Ave NE	NE 200th St	NE 205th St	60	23	60	38	Sharrows in travel lanes
Local Primary Street	Ashworth Ave N	N 155th St	N 175th St	60	24-28	60	32	
Local Primary Street	Ashworth Ave N	N 175th St	N 185th St	60	23-28	60	36	
Collector Arterial	Ashworth Ave N	N 185th St	N 192nd St	60	24-30	60	42	Shoulder is 4 feet wide.

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	Ashworth Ave N	N 192nd St	N 195th St	60	20-29	62.5	36	Development on the east must dedicate 2.5 feet
Collector Arterial	Ashworth Ave N	N 195th St	N 199th St	60	23	60	36	
Collector Arterial	Ashworth Ave N	N 199th St	N 200th St	60	27	62.5	36	Development on the east must dedicate 2.5 feet if developed as something other than single-family; the cross-section on the west will match the park if the City acquires additional property and extends the existing improvements.
Principal Arterial	Aurora Ave N	N 145th St	N 205th St	89-227	58-122	110	110	When redeveloping, property owners must construct full frontage improvements if interim improvements were constructed with the Aurora Corridor Improvement project. Cross-section is wider at intersections where additional lanes are required.
Principal Arterial	Ballinger Way NE	15th Ave NE	Approximately 600 feet south east of 19th Ave NE	90-120	62-86	120	60	2 travel lanes in each direction. The amenity zone width to be adjusted for BAT lanes.
Principal Arterial	Ballinger Way NE	Approximately 600 feet south east of 19th Ave NE	22nd Ave NE	100	48-56	90	40	The amenity zone width to be adjusted for BAT lanes.
Principal Arterial	Ballinger Way NE	22nd Ave NE	25th Ave NE	80-90	42-58	68	28	All widening to occur on the east/northeast, the amenity zone width to be adjusted for topography or for BAT lanes.
Collector Arterial	Carlyle Hall Rd N	NW 171st St	Dayton Ave N	60-90	22-34	62	36	On-street parking to be provided where feasible
Collector Arterial	Carlyle Hall Road N	Evanston Place N	Dayton Ave N	60+	30+	60	38	
Minor Arterial	Dayton Ave N	Westminster Way N	N 160th St	90-111	38-54	66	44	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Minor Arterial	Dayton Ave N	N 160th St	Carlyle Hall Road N	95-108	30-38	60	38	
Minor Arterial	Dayton Ave N	Carlyle Hall Road N	N 172nd St	60	22-30	60	38	
Minor Arterial	Dayton Ave N	N 172nd St	St. Luke Pl N	60	22-30	52	32	
Minor Arterial	Dayton Ave N	St. Luke Pl N	N Richmond Beach Rd	60-75	22-28	60	38	
Collector Arterial	Fremont Ave N	N 165th St	N 205th St	60-72	28-39	68	46	
Collector Arterial	Forest Park Dr	15th Ave NE	NE 196th St	60	21-23	60	36	
Principal Arterial	Greenwood Ave N	N 145th St	Westminster Way N	80+	62+	To be determined in conjunction with 145th Corridor Study		
Collector Arterial	Greenwood Ave N	Westminster Way N	N 155th St	60	22-39	60	38	West side pedestrian improvements are trail-like due to topographic separation
Collector Arterial	Greenwood Ave N	N 155th St	N 160th St	60	22-32	60	38	
Collector Arterial	Greenwood Ave N	N Innis Arden Way	Carlyle Hall Rd N	60	22	60	36	
Local Primary Street	Innis Arden Drive	Ridgefield Rd NW	NW Richmond Beach Rd	60-120	20	58	34	Sidewalk with no amenity zone across culvert/bridge
Collector Arterial	Linden Ave N	N 175th St	N 185th St	60	20-26	64	38	This is a Green Link Street per the Town Center Code
Collector Arterial	Midvale Ave N	N 175th St	N 185th St	20-60	22-37	46.5	30	17 feet on SCL property for back-in angle parking. This is a Storefront Street per the Town Center Code
Minor Arterial	Meridian Ave N	N 205th St	N 145th St	60-105	38-55	68	44	
Collector Arterial	Perkins Pl NE	NE 185th St	Perkins Way NE	60	20	60	36	
Collector Arterial	Richmond Beach Dr NW	NW 195th	NW 196th	60	20	60	38	
Collector Arterial	Richmond Beach Dr NW	NW 196th St	NW 199th St	60	20	60	36	
Local Primary Street	Ridgefield Rd NW	NW Innis Arden Dr	Springdale Ct NW	60	20	54	34	Add amenity zone to sidewalk on the south side where possible
Collector Arterial	Springdale Ct NW	14th Ave NW	NW 188th St	60	20	60	36	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	St. Luke Pl	NW 175th St	Dayton Ave N	60	37	54	36	
Principal Arterial	Westminster Way N	Greenwood Ave N	Fremont Ave N	90	60-64	68	44	Two travel lanes in each direction
Principal Arterial	Westminster Way N	Fremont Ave N	N 155th St	90-125	60-78	90	60	Two travel lanes in each direction
Minor Arterial	Westminster Way N	N 155th St	Aurora Ave N	100	60	Cross-section to be determined in conjunction with future redevelopment		
Local Primary Street	N 152nd St	Aurora Ave N	Approx. 375 feet west of Ashworth Ave N	50-60	20-34	66	36	Each side of the street must dedicate 3 feet; begin on-street parking at Scottish Rite center
Principal Arterial	N 155th St	Westminster Way N	Aurora Ave N	115-220	70-80	Cross-section to be determined in conjunction with future redevelopment		
Minor Arterial	N 155th St	Aurora Ave N	Midvale Ave N	74-88	47-70	As per the Aurora Corridor Project		
Minor Arterial	N 155th St	Midvale Ave N	Stone Ave N	74	42	72	42	
Minor Arterial	N 155th St	Stone Ave N	I-5	72	42	68	42	
Minor Arterial	N 160th St	Dayton Ave N	Aurora Ave N	50-72	40-43	72	43	
Local Primary Street	N 165th St	Aurora Ave N	Interurban Trail	60	27-36	63	36	The cross-section does not have bicycle lanes, it has a 12 foot left turn pocket; redevelopment must dedicate 1.5 feet on both sides and expand the sidewalk width to 8 feet;
Local Primary Street	N 165th St	Interurban Trail	Ashworth Ave N	60	27-36	60	30	
Collector Arterial	N 165th St	Evanston Place N	Aurora Ave N	60	26	60	38	
Local Primary Street	N 167th St	Ashworth Ave N	Meridian Ave N	60	22	60	30	
Collector Arterial	N 172nd St	Fremont Ave N	Dayton Ave N	60	36	60	36	
Collector Arterial	N 175th St	Fremont Ave N	Fire Dept	73	42	70-73	44	
Collector Arterial	N 175th St	Fire Dept	Aurora Ave N	66-71	43-52	As per the Aurora Corridor Project		
Principal Arterial	N 175th St	Aurora Ave N	Midvale Ave N	62	54-55	As per the Aurora Corridor Project		
Principal Arterial	N 175th St	Midvale Ave N	Meridian Ave N	70-100	44-60	94	55	2 travel lanes in each direction. Wider sidewalks to accommodate bicycles.

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Principal Arterial	N 175th St	Meridian Ave N	1st Ave NE	90-159	50-75	105	66	Includes a right turn lane at on-ramps. Wider sidewalks to accommodate bicycles
Minor Arterial	N 185th St	Fremont Ave N	Approx. 140 feet west of Aurora Ave N	70-80	56	67	55	
Minor Arterial	N 185th St	Approx. 140 feet west of Aurora Ave N	Aurora Ave N	60	44	As per the Aurora Corridor Project		As per the Aurora Corridor Project
Minor Arterial	N 185th St	Aurora Ave N	Midvale Ave N	60	42	As per the Aurora Corridor Project		As per the Aurora Corridor Project
Minor Arterial	N 185th St	Midvale Ave N	Ashworth Ave N	60-72	41-42	72	42	
Minor Arterial	N 185th St	Ashworth Ave N	1st Ave NE	60-70	42	66	42	
Collector Arterial	N 195th St	Greenwood Ave N	Fremont Ave N	60-88	22-28	66	36	
Collector Arterial	N 195th St	Fremont Ave N	Linden Ave N	60	30	60	36	
Collector Arterial	N 200th St	1st Ave NW	Whitman Ave N	58-60	32-36	66	44	
Collector Arterial	N 200th St	Whitman Ave N	Aurora Ave N	60	37-40	As per the Aurora Corridor Project		As per the Aurora Corridor Project
Collector Arterial	N 200th St	Aurora Ave N	Approx. 720 feet east of Aurora Ave N	60	40	As per the Aurora Corridor Project		As per the Aurora Corridor Project
Collector Arterial	N 200th St	Approx. 720 feet east of Aurora Ave N	Ashworth Ave N	60	50	70	42	All widening to the north
Collector Arterial	N 200th St	Ashworth Ave N	Meridian Ave N	60	40	60	39	
Collector Arterial	NE 150th St	15th Ave NE	20th Ave NE	60	30-36	64	38	
Collector Arterial	NE 150th St	20th Ave NE	25th Ave NE	60	39	62	38	City has constructed meandering path on the north side, resulting in a varying sidewalk/amenity zone width
Minor Arterial	NE 155th St	15	15th Ave NE	60-72	41	68	42	
Collector Arterial	NE 165th St	5th Ave NE	10th Ave NE	60	30-45	60-65	36	
Collector Arterial	NE 165th St	10th Ave NE	15th Ave NE	60	44	63	36	
Collector Arterial	NE 168th St	15th Ave NE	25th Ave NE	60-64	22-29	60	36	
Collector Arterial	NE 168th St	25th Ave NE	25th Ave NE	64	27	60	38	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	NE 174th St	22nd Ave NE	25th Ave NE	60	20	60	38	
Principal Arterial	NE 175th St	1st Ave NE	Approx. 120 feet west of 3rd Ave NE	90-159	50-75	105	66	Includes a right turn lane at on-ramps. Wider sidewalks to accommodate bicycles
Principal Arterial	NE 175th St	Approx. 120 feet west of 3rd Ave NE	15th Ave NE	60-100	26-56	94	55	2 travel lanes in each direction. Wider sidewalks to accommodate bicycles.
Collector Arterial	NE 175th St	15th Ave NE	Approx. 300 feet east of 15th Ave NE	60-81	40	60	44	Two travel lanes in each direction, 8 feet of north sidewalk in ROW, 2 feet on private property
Collector Arterial	NE 175th St	Approx. 300 feet east of 15th Ave NE	NE 172nd St	60	24-33	60	38	
Minor Arterial	NE 178th St	24th Pl NE	25th Ave NE	60	30	60	38	
Collector Arterial	NE 180th St	10th Ave NE	14th Ave NE	60	32	60	39	
Collector Arterial	NE 180th St	14th Ave NE	15th Ave NE	60	35	60	34	
Minor Arterial	NE 185th St	1st Ave NE	10th Ave NE	60-260+	42	66	42	No amenity zones required across the bridge over I-5.
Minor Arterial	NE 196th St	15th Ave NE	Forest Park Dr NE	60-80	36-39	45.5-49.5	24	Parking to be accommodated on SE side where possible
Minor Arterial	NE 196th St	Bridge		60-80	36-39	38	24	
Collector Arterial	NE Perkins Way	10th Ave NE	15th Ave NE	60	26-36	40	27	Gross section will be no less than 40 feet. It will consist of 27 feet of asphalt to accommodate two 12 foot travel lanes and one 5 foot bicycle lane in each uphill direction, a pedestrian walkway on the north side of the roadway and widened shoulder and parking where possible.
Collector Arterial	NE Perkins Way	15th Ave NE	City Limits	60	25-41	60	38	
Minor Arterial	NE 205th Street	19th Ave NE	30th Ave NE	N/A	N/A	30	22	
Collector Arterial	NW 167th St	10th Ave NW	15th Ave NW	60	20	60	36	

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	NW-175th-St	St. Luke's Pl	3rd Ave-NW	60	28	60	36	Provide amenity zone on the south where feasible and allow the sidewalk to meander due to topography.
Collector Arterial	NW-175th-St	3rd Ave-NW	3rd Ave-NW	60	28-34	54.5	36	
Collector Arterial	NW-175th-St	6th Ave-NW	10th Ave-NW (s-leg)	60	28	50	33	Parking on the north side to consist of parking pullouts where feasible
Local Primary Street	NW-175th-St	10th Ave-NW (s leg)	10th Ave-NW (n leg)	60	20	48	26	
Local Primary Street	NW-175th-St	10th Ave-NW (n leg)	14th Ave-NW	60	20	60	32	
Local Primary Street	NW-190th-st	3rd Ave-NW	6th Ave-NW	60	32	60	30	
Collector Arterial	NW-190th-St	6th Ave-NW	8th Ave-NW	50-60	20-35	60	36	
Local Primary Street	NW-190th-St	8th Ave-NW	10th Ave-NW	60	20	60	36	
Collector Arterial	NW-198th-St	15th Ave-NW	Springdale Ct NW	60	20	60	32	
Collector Arterial	NW-195th-St	8th Ave-NW	Greenwood Ave-N	50-60	28-32	66	36	
Minor Arterial	NW-195th-St	15th Ave-NW	20th Ave-NW	60-85	44	Curb-to-curb cross-section remain the same until corridor study is complete		
Local Primary Street	NW-195th-St	Richmond Beach Dr-NW	NW-196th	60	27	60	38	
Collector Arterial	NW-196th-St	20th Ave-NW	24th Ave-NW	64-74	42-44	Curb-to-curb cross-section remain the same until corridor study is complete		
Collector Arterial	NW-196th-St	Richmond Beach Dr-NW	24th Ave-NW	60	26-32	68	46	
Collector Arterial	NW-200th-St	1st Ave-NW	3rd Ave-NW	60	30	66	44	
Collector Arterial	NW-205th-Street	3rd Ave-NW	8th Ave-NW	40-50	19-20	50	30	
Collector Arterial	NW-Innis-Arden	Greenwood Ave-N	Approx-450 feet east of 6th Ave-NW	80	22	To be determined in conjunction with the Shoreline Community College Master Development Permit Application		

Functional Classification	Street	From	To	Total Existing Right-of-Way	Existing Curb-to-Curb Width	Required Right-of-Way	Planned Curb-to-Curb Width	Notes
Collector Arterial	NW Innis Arden	Approx. 450 feet east of 6th Ave NW	6th Ave NW	80	22	60	32	8 foot width on south/west side is shoulder
Collector Arterial	NW Innis Arden	6th Ave NW	10th Ave NW	60-81	21-24	46	32	
Minor Arterial	NW Richmond Beach Rd	Fremont Ave N	2nd Ave NW	80-110	44	Curb-to-curb cross-section remain the same until corridor study is complete		
Minor Arterial	NW Richmond Beach Rd	2nd Ave NW	8th Ave NW	60-80	44-54	79	66	
Minor Arterial	NW Richmond Beach Rd	8th Ave NW	15th Ave NW	60-83	44	Curb-to-curb cross-section remain the same until corridor study is complete		
LOCAL SECONDARY STREETS								
Local Secondary Street	Generic Cross-Section			Varies	Varies	60	32	
Local Secondary Street-Storefront Street	N 178th St, N 180th St, N 183rd St	Town-Center-Boundaries		Varies	Varies	64	36	
Local Secondary Street-Greenlink Street	Stone Ave N	Town-Center-Boundaries		30-60	16-36	60	32	Combined travel lanes/on-street parking
Local Secondary Street	NW 200th Ave	3rd Ave NW	8th Ave NW	30-60	28	56	32	Combined travel lanes/on-street parking
Local Secondary Street	Firlands Way N	N 185th St	N 188th St	92	25	90	58	This is a Storefront Street per the Town-Center Code; redesign the intersection at Firlands & Linden
Local Secondary Street	N 152nd St	Approx. 375 feet west of Ashworth Ave N	Ashworth Ave N	60	30	60	24	Amenity zone width needs to be flexible to accommodate topography.
Local Secondary Street	N 195th St	Ashworth Ave N	Wallingford Ave N	60	40	71	45	The south side must dedicate 11 feet. Less ROW is needed if parallel parking is installed on-street instead of angle-in parking.
Local Secondary Street	N 195th St	Wallingford Ave N	Meridian Ave N	60	30	60	30	